

Bethesda Bikeway and Pedestrian Facilities -- No. 500119

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Bethesda-Chevy Chase
None.

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

January 6, 2004
7-34(04 App)
YES

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY03	Est. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	1,147	1	188	958	189	281	315	173	0	0	0
Land	407	0	0	407	0	0	407	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	1,786	0	0	1,786	370	145	0	1,271	0	0	0
Other											
Total	3,340	1	188	3,151	559	426	722	1,444	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	3,340	1	188	3,151	559	426	722	1,444	0	0	0
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ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides bikeway network improvements and pedestrian intersection improvements as specified in the Bethesda Central Business District (CBD) Sector Plan to complete the requirements of Stage I development.

Service Area

Bethesda Central Business District.

Capacity

These improvements provide capacity by adding bicycle and pedestrian routes.

JUSTIFICATION

The Bethesda CBD has little net remaining capacity for employment under the current Stage I development restrictions. It is desirable to get the Bethesda CBD into Stage II development to increase employment capacity. The Bethesda CBD Sector Plan of 1994 recommends that certain bikeway and pedestrian improvements be implemented (see Table 5.2 of the Sector Plan) to allow the area to go to Stage II development.

Plans and Studies

Bethesda Central Business District Sector Plan, July 1994. A review of impacts to pedestrians, bicyclists and ADA (Americans with Disabilities Act of 1991) is performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, ADA ramps, bikeways and other pertinent issues have been considered in the design of the project to ensure pedestrian safety.

Specific Data

Specific bikeway and pedestrian network improvements (described in detail in Table 5.2 in the Sector Plan) include: Woodmont Avenue and Montgomery Lane intersection improvement, Woodmont Avenue and Bethesda Avenue intersection improvement, Route E - Bike-Friendly improvements in the Woodmont Triangle, pedestrian bump outs and bike lanes on Norfolk Ave., Route I - Bike lanes on Cheltenham Drive from Woodmont Avenue to Tilbury Street, and on Tilbury Street to Sleaford Road, Route A2 - shared use paths on Bethesda Avenue, 47th Avenue, and Willow Avenue, Route C - shared use path on Woodmont Avenue, pavement marking and striping on Hampden Lane and East Lane, Route H - shared use path on Wilson Lane, pavement marking and striping on Clarendon Road and Edgemoor Lane.

STATUS

Design and Construction Stage.

OTHER

The scope of work was planned and coordinated with local communities, property owners, and the Bethesda Urban Partnership before cost estimates for final design and construction were developed. Costs could be further refined and amended once feasibility is determined during the design process. The Wisconsin Avenue and East West Highway pedestrian improvement will be constructed by a developer. The County will continue to pursue a signalized pedestrian crossing at Wisconsin Avenue and Middleton Lane.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY04	(\$000)
Initial Cost Estimate		3,366
First Cost Estimate		
Current Scope	FY01	3,340
Last FY's Cost Estimate		3,340
Present Cost Estimate		3,340
Appropriation Request	FY05	965
Appropriation Request Est.	FY06	20
Supplemental		
Appropriation Request	FY04	0
Transfer		0
Cumulative Appropriation		189
Expenditures/		
Encumbrances		8
Unencumbered Balance		181
Partial Closeout Thru	FY02	0
New Partial Closeout	FY03	0
Total Partial Closeout		0

COORDINATION

Bethesda Urban Partnership
Montgomery Bicycle Action Group
Department of Public Works and Transportation,
Division of Highway-Services
M-NCPPC
Maryland State Highway Association
Bethesda CBD Streetscaping
Hard Surface Trail Design and Construction
Resurfacing Park Roads - Bridges
Maryland Transit Administration
Washington Metropolitan Transit Authority

MAP

See Map on Next Page

